

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes \_\_\_\_\_  
no \_\_\_\_\_

Property Name: 35th Street Neighborhood Inventory Number: BA-3148  
Address: 35th Street Historic district: yes ☒ X no  
City: Baltimore Zip Code: 21237 County: Baltimore County  
USGS Quadrangle(s): Baltimore East  
Property Owner: See attached list Tax Account ID Number: various  
Tax Map Parcel Number(s): 596 Tax Map Number: 89  
Project: Section 100: I-95, I-895(N) Split to North of MD 43 Agency: Maryland Transportation Authority  
Agency Prepared By: A.D. Marble & Company  
Preparer's Name: Stephanie Foell Date Prepared: 12/1/2003  
Documentation is presented in: See Key References List

Preparer's Eligibility Recommendation: \_\_\_\_\_ Eligibility recommended ☒ X Eligibility not recommended  
Criteria: A B C D Considerations: A B C D E F G

*Complete if the property is a contributing or non-contributing resource to a NR district/property:*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible: yes Listed: yes

Site visit by MHT Staf yes ☒ X no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

**Architectural Description**

The 12 buildings which comprise the 35th Street neighborhood grouping are all modest residences constructed from 1938-1953, with two later buildings dating to 1979 and 1983. Building types include Minimal Traditional houses, prefabricated houses, and a bungalow.

35th Street is a single-block street in Rosedale which runs perpendicular to Interstate 95. The surrounding streets consist primarily of residences of a similar era of construction. Most of the residences are set back slightly from the street, and are closely spaced. They have small front yards and most have some type of landscaping, most commonly foundation plantings consisting of evergreen shrubs. Most of the trees on the block appear to date from the primary period of construction in the 1950s.

The predominant building form of the 35th Street grouping is the Minimal Traditional cottage. Single-story in form, these modest residences have little or no eave overhang and small rectangular footprints. They are devoid of architectural ornamentation, and feature gable roofs. Examples of this form include the residences at 7904, 7905, 7907, 7909-13, and 7915-7917 35th Street.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended ☒ X  
Criteria: A B C D Considerations: A B C D E F G

**MHT Comments:**

Tom Tanenbaum ✓  
Reviewer, Office of Preservation Services

6/15/04  
Date

B. Kintz  
Reviewer, National Register Program

6/15/04  
Date

200401247

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A bungalow is located at 7918 35th Street. Constructed in 1938, it is the oldest building on the block. Natural, stained-wood clapboards sheath the building, which is topped with a pyramidal roof covered with asphalt shingles. It sits atop a foundation constructed of quarry-faced, concrete blocks.

The residences at 7908 and 7914 35th Street were constructed in 1979 and 1982, respectively. In both cases, the gable ends of the houses face the street, and the single-story residences have slightly overhanging eaves. 7914 35th Street is a prefabricated, modular house.

All of the buildings in the 35th Street grouping have been altered to some degree. Most commonly, they have been clad with either vinyl or asbestos siding, and almost all of the residences have replacement windows.

#### History/Significance

##### General Regional History

The 35th Street neighborhood group is located in northeastern Baltimore County in the Rosedale neighborhood, which derives its name from William T. Smith's nearby nineteenth-century plantation of that name as shown on Griffith Morgan Hopkins' 1877 Atlas of Baltimore County, Map of the 12th District. In the eighteenth and nineteenth centuries, much of the area developed as a result of its proximity to Philadelphia Road, a major thoroughfare within the region. From the early years of settlement into the twentieth century, much of the land of this portion of Baltimore County was involved in small-scale farming. After World War II, the growing suburbanization of the Baltimore region reached Rosedale and much of the farmland was subdivided into smaller lots. Many post-War neighborhoods containing small residences are concentrated in this part of Baltimore County.

##### Philadelphia Road

The area of Baltimore County that is now Rosedale developed largely as a result of its proximity to Philadelphia Road/Maryland Route 7, a road that originated as a Native American trail (Brooks and Rockel 1979:134). In 1729, the City of Baltimore was platted as a future port and commerce center. During that time, surveyors laid out the Philadelphia Road, linking Philadelphia, the New World's largest port city, with points south and west, including Baltimore.

The roadway's importance grew over time as interstate commerce became more prevalent. By the 1740s, commercial thoroughfares were being constructed to move farm produce, mill products, lime, and iron castings to the port city of Baltimore, and taverns and hotels sprang up along the Philadelphia Road. After several attempts to establish a turnpike, in 1814, the Baltimore and Havre de Grace Turnpike Company received a charter to construct a toll road on the bed of the Philadelphia Road. The turnpike company initially enjoyed a period of prosperity. However, after only 20 years, railroads began offering intense competition (Hollifield 1978:81-82).

As Baltimore continued its expansion eastward, portions of the turnpike were ceded to the city. In 1888, Harford County assumed control of the turnpike contained within its boundaries. The end of the turnpike came in 1894, when Baltimore County assumed control of the remaining roadway within its jurisdiction.

During the twentieth century, traffic continued to increase on Philadelphia Road, particularly when automobiles became prevalent. Businesses arose along the former turnpike to serve the traveling public and many thought the road would continue to be the favored route for those traveling between Philadelphia and points south. However, in the late 1930s, the state held discussions regarding Works Progress Administration funds available for highway construction. A decision was made either to improve the existing Philadelphia Road, by then designated as Maryland Route 7, or construct a new roadway parallel to the old one. The businesses along the existing route fought to retain their source of business, but constructing a new, parallel road became the final decision, and work commenced on the new road, the Pulaski Highway, which eventually replaced Philadelphia Road as the primary thoroughfare through the area.

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Eligibility not recommended \_\_\_\_\_

Criteria:   A     B     C     D   Considerations:   A     B     C     D     E     F     G  

MHT Comments:

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Date\_\_\_\_\_  
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Date

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**Agricultural Development in Northeastern Baltimore County**

European settlement of northeastern Baltimore County likely began circa 1660. Because of the costly and complex land grant process, many wealthy landowners purchased parcels of land in Baltimore County, viewing these holdings as either investments in the future or potential bequests for heirs. Even land that had been purchased remained vacant (Marks 2000:7).

Consequently, during the early eighteenth century, land patterns consisted of small settlements, trails, and wilderness. Small-scale farmers, woodcutters, and miners were the primary residents, not the structured society of the southern Maryland gentry. This trend continued into later centuries as farmers continued to cultivate smaller plots of land than their Southern, plantation-owning counterparts (Marks 2000:11).

Rosedale was originally part of an agricultural region. By the mid-nineteenth century, many landowning residents were either German, Polish, or Irish immigrants. Generally, farms were small in size and produced relatively minor amounts of what were known as "stoop crops," vegetables which required bending over to harvest. These included carrots, parsnips, beans, etc. These crops were either sold at markets throughout Baltimore City (usually the Belair Market, the closest to the area) or by the farmers themselves, a practice known as truck farming which was prevalent throughout the area. Also at this time, as greenhouses came into widespread use, this area of Baltimore County became an important center for the production of year-round cut flowers for weddings, funerals, and bouquets (McGrain 1990:17).

**Suburban Growth**

Substantial suburban growth would not come to Rosedale until the 1950s. Following World War II, there was a housing shortage in the Baltimore area, and developers purchased many farms for housing developments. Returning war veterans took advantage of the Servicemen's Readjustment Act of 1944, commonly called the G.I. Bill of Rights, which provided guarantees on home mortgages. Furthermore, Americans' growing reliance on the automobile allowed a massive residential shift away from Baltimore to the suburbs. This change is particularly evident in portions of Rosedale, where new streets were laid out and small Minimal Traditional-style residences, common in the post-War years, are plentiful. Residential growth in this locality began in the 1950s and continued steadily over the following decades, with 75 percent of the 1990 extant housing units constructed between 1950 and 1979.

The 35th Street neighborhood group is an example of an unplanned suburban neighborhood, a "cluster of buildings not conceived as a planned neighborhood or planned development and . . . Built within a wide date range (Suburbanization Historic Context and Survey Methodology n.d.:b)." Unplanned neighborhoods in Maryland often developed along major transportation routes such as Philadelphia Road/Maryland Route 7, with buildings first occurring along the main route and later expanding onto new streets.

The earliest residence within the 35th Street grouping is a bungalow which dates to 1938. Following this earliest period of construction, a surge in post-World War II construction occurred, and the majority of the houses on the street were built. These houses are examples of the Minimal Traditional Styles, and were built until 1953.

Minimal Traditional residences are the consequence of the dire need for small residences in the years at the end of and directly following World War II. Quick, efficient, and affordable construction was of paramount importance, and the resulting houses display little architectural ornamentation. Commonly one or one-and-one-half stories, roofs are gabled and the eaves are usually close to the building.

Two later residences were added in 1979 and 1983. This broad range of construction dates gives the neighborhood a somewhat incoherent appearance, although all of the residences are of similar size and scale and reflect a consistent setback.

Beyond the boundaries of the 35th Street neighborhood grouping, the greater Rosedale area displays a similar lack of coherence,

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MHT Comments:

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Reviewer, Office of Preservation Services\_\_\_\_\_  
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Date

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with turn-of-the century farmhouses intermingled with early-twentieth century bungalows and a strong majority of post-War Cape Cod and Minimal Traditional houses.

#### Determination of Eligibility

The 35th Street neighborhood grouping is a collection of primarily mid-twentieth century, residences. Modest in scale, these buildings have all undergone substantial alterations to their original building materials.

The quality of significance in American history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

- A. that are associated with events that have made a significant contribution to the broad patterns of our history; or
- B. that are associated with the lives of significant persons in our past; or
- C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. that have yielded or may be likely to yield, information important in history or prehistory.

The 35th Street neighborhood grouping is not eligible for listing in the National Register of Historic Places. Under Criterion A, it is not associated with any significant events that impacted the broad patterns of American history. Although a small subset of neighborhoods have a strong historic association with suburbanization trends and/or impacted later neighborhoods, the 35th Street grouping does not have these important associations which would make it eligible under Criterion A. Similarly, research did not uncover any associations with prominent persons which would make the grouping eligible under Criterion B.

The 35th Street neighborhood grouping is not eligible under Criterion C as an example of an unplanned suburban neighborhood. According to Suburbanization Historic Context and Survey Methodology, for an unplanned neighborhood to be eligible under Criterion C, it must possess an exceptionally high level of integrity of materials, design of individual properties, feeling, and setting to represent a direct association with the suburban movement. Most of the residences in the 35th Street grouping retain little architectural integrity due in large part to alterations in building materials and fenestration. No properties within the 35th Street grouping are individually eligible for the National Register. The neighborhood was not evaluated for significance under Criterion D.

#### Key References

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McAlester, Virginia and Lee McAlester

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Eligibility not recommended \_\_\_\_\_

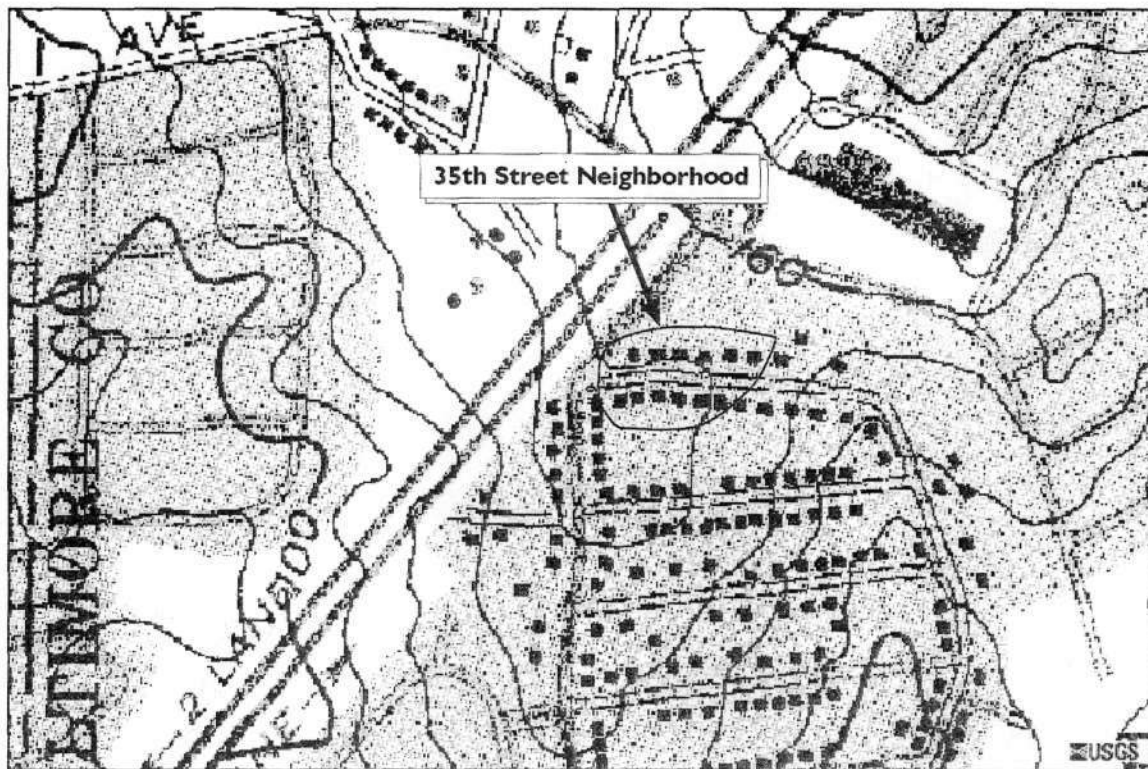
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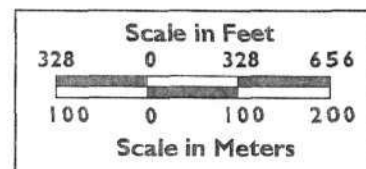
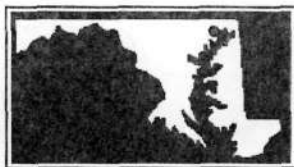
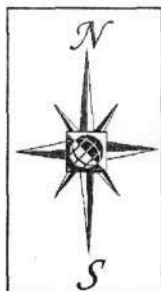
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BA - 3148  
Resource Location Map  
Section 100: I-95, I-895 (N) Split to North of MD 43  
Baltimore County, Maryland



Map Source: USGS Topographic Quadrangle, Baltimore East, MD





7904

7902

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35th St. Neighborhood Streetscape

Baltimore County, MD

S. Foell

10/2003

Neighborhood Streetscape; view to E

1/12

ART-2611  
887 7817  
<NO.15A>016  
N N N-4-21 <042>0

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7905 35<sup>th</sup> St. Neighborhood  
Baltimore County, MD

S. Foell

10/2003

MD SHPC

Front facade; view to S

3/12

ART-2611  
887 7817  
<No. 13A>014  
N N N-4 16  
<042>0





BA-3148

7907 35th St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & left facades; view to S

4/12

ART-2611  
887 7817  
<No. 12A>013  
N N N-6 34 <04236



BA-3148

7908 35<sup>th</sup> St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & left facades; view to N

5/12

ART-2611 <No. 4A>005  
887 7817 N N N-6 54 (042)9



BA-3148

7909 35th St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & left facades; view to S

6/12

ART-2611  
887 7817  
<No. 11A>012  
N N N-4-08





BA-3148

7910 & 7912 35th St Neighborhood  
Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & left facades; view to N

7/12

ART-2611 <No. 5A>006  
887 7817 N N N-6 41 (B) 22



BA-3148

7911 35<sup>th</sup> St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & right facades; view to S

8/12

ART-2611 <No. 10A>011  
887 7817 N N N-6 22 (042)0





BA-3148

7913 35th St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front facade; view to S

9/12

ART-2611 <NO. 99>010  
887 7817 N N N-3-05 <042>0



BA-3148

7914 35th St. Neighborhood  
Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front facade; view to N

10/12

ART-2611  
887 7817  
<No. 6A>007  
N N N-6 54 (042)0



BA-3148

7916 35th St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front & right facades; view to N

11/12



BA-3148

7918 35th St. Neighborhood

Baltimore County, MD

S. Foell

10/2003

MD SHPO

Front facade; view to N

12/12

ART-2611 <NO. BA>009 887 7817  
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